

A BRIEF HISTORY OF LUTHERVILLE

One of the earliest communities with a suburban flavor was Lutherville, the planned village of Lutheran ministers the Reverend Dr. John Morris and the Reverend Dr. Benjamin Kurtz, and Charles Morris of York, Pennsylvania. The founders envisioned the Lutherville Female Seminary, a woman's school that would reflect the values of their faith, as the village's focal point. After purchasing the land and dividing it into lots, the partners used the profits from the sale of these lots to construct the seminary, and a separate subscription raised money for the building of St. Paul's Evangelical Lutheran Church. The seminary opened in 1854. Tuition, room and board cost \$92.50 per session in 1855, and courses of instruction included philosophy, classical and modern languages, chemistry, mathematics and the arts. The founder's high moral character was reflected in the institution's strict disciplinary code. Chaperons accompanied the young ladies when not in class, and proper manners were strictly enforced. In 1880 Dr. J.H. Turner bought the school from Dr. Morris, and in 1895 he gained a college charter for the institution, renaming it the Maryland College for Young Ladies. In 1898 it was sold to Dr. C. W. Gallagher. The original building was destroyed by fire in 1911, and in 1952 the college closed its doors.

Lutherville's early success rested on the attractions of the women's school and its suitability as a summer village for the city's wealthy. City businessmen turned summer residents waited for the Northern Central's commuter service into Baltimore. Commuter business subsided each October as families returned to Baltimore, only to revive by the middle of the next spring. The village's present train station, on Front Avenue, was built in the 1870s to replace an 1855 structure destroyed by fire.

From its earliest history in the 1850s until the present, Lutherville has been the home of many professionals, businessmen and politicians. Probably the village's most famous resident was Congressman J.F.C. Talbott, whose home, Keyburn, stood until the 1920s on Front Avenue near Melancthon Avenue. Lutherville's other prominent nineteenth century resident, the Reverend Morris, chartered the county's first historical society in 1886 and served as president of the Maryland Historical Society in 1895. Other important residents included Judge D. C. H. Emory, the Reverend William Heilig and Jasper M. Berry.

With its many influential residents, Lutherville enjoyed various improvements unusual for its size. In 1868 it became the first incorporated town in the county. Headed by a three-member board of commissioners, the village improved its streets and added a drinking water basin to the west of Spring Avenue before the repeal of incorporation in 1874. During the 1880s James Reese, John H. Emory and others led a successful drive to construct a town hall where lectures, music recitals and social functions could be held. Standing near the southwest corner of Francke and Seminary Avenues, the hall was used from the mid-1880s until 1894. In 1891 the Lutherville Improvement Association furthered the amenities begun during the incorporation period. Under the presidency of seminary Professor James Nussear, the association macadamized streets, built sidewalks and placed sixty street lamps around the village. The town's population of 700 in 1897 included a number of blacks who had arrived in the Reconstruction era and who lived in many of the same places their descendants do today: Lincoln Avenue, School Lane and West Seminary Avenue near the railroad tracks. But the village stood primarily as a summer retreat for urban families and as a popular residence for the political and business figures of Towson.

From: A Brief History of Baltimore County by Neal A. Brooks and Eric G. Rockel (Friends of the Towson Library, 1979)

BALTIMORE COUNTY ZONING INFORMATION

Note: For detailed information, see Baltimore County Zoning Regulations, 1987 Edition, as amended.

Zoning Terms and Classifications

Summary

Resource Conservation	
R.C. 2	Agricultural Protection
R.C. 3	Deferral of Planning and Development
R.C. 4	Watershed Protection
R.C. 5	Rural Residential
R.C. 20, R.C. 50.....	Resource Conservation -- critical area
Density Residential	
D.R. 1, 2, 3.5, 5.5, 10.5 & 16	Density Residential -- for low, medium and high density urban residential areas. Numeral in each classification indicates maximum number of units permitted per acre. No standard minimum lot size is required except for small tracts.
Residential Transition Areas ...	Residential areas where dwelling type and lot size requirements must be compatible with existing residences or subdivision lots.
Elevator Apartment	
R.A.E. 1	Residence, Apartment, Elevator -- for mid-rise elevator apartment building development in designated town and community centers. Forty density units per acre.
R.A.E. 2	Residence, Apartment, Elevator -- for high-rise elevator apartment buildings within designated town centers only. Eighty density units per acre.
Office	
R.O.A.	Residential Office -- (Class A) to accommodate house conversion to office buildings as of right.
R.O.	Residential Office -- to accommodate house conversion to office buildings as of right; small conventional office buildings permitted by special exception.
OR-1	Office / Residential -- to accommodate development or limited enlargement of a single medium-size office building or residential development potential to D.R. 5.5.
OR-2	Office / Residential -- to provide for development of office buildings with supportive accessory commercial uses or residential development potential to D.R. 10.5.
O-3	Office Park Zone -- to provide a zone to be used exclusively for office development.
O.T.	Office and Technology -- to permit employment-intensive office development in combination with certain high technology and residential development.
S.E.	Service Employment -- to permit and encourage the development of offices, related business service uses and small, low impact, light industrial uses; stresses compatibility with residential uses.
Business	
R.C.C.	Resource Conservation -- Commercial
C.B.	Community Business -- to provide for daily shopping and service needs of nearby residents through small businesses which do not generate large amounts of traffic; stresses compatibility with residential uses.
B.L.R.	Business Light Restricted -- to permit a range of retail and service uses; performance standards are required to protect adjacent communities.
B.L.	Business Local - small-scale commercial
B.M.	Business Major - large-scale commercial
B.R.	Business Roadside - the most permissive commercial classification
B.M.M.	Business Maritime Marina -- is established to accommodate water-dependent facilities and associated uses at a scale in keeping with the surrounding residential community.
B.M.B.	Business Maritime Boatyard -- is established to accommodate water-dependent facilities and includes more intense uses than those permitted in the B.M.M. zone.
Manufacturing	
M.R.	Manufacturing Restricted -- the most restrictive industrial classification.
M.L.R.	Manufacturing Light Restricted -- permits industrial plants and offices with convenient access to expressways to serve as industrial employment centers.
M.L.	Manufacturing Light -- provides for light industrial uses such as assembly plants, processing, etc.
M.H.	Manufacturing Heavy -- the most permissive industrial classification.

Districts -- to further the purposes of zones; they provide greater refinement in land use regulation.

A.S. Automotive Service

C.T. Commercial, Town-Center Core

C.R. Commercial, Rural

I.M. Industrial, Major

C.C.C. Commercial, Community Core

ALTERNATIVE FUTURES FOR LUTHERVILLE

The Development of Alternatives

In 1988 several "Alternative Futures" were developed for the community by a planning consultant, Wallace, Roberts and Todd, to illustrate different approaches that the LCA and Baltimore County can take to preserve the existing character of the community, its historic value, and its natural environmental amenities in the face of pressures for change.

The Preferred Alternative

After review and discussion of the alternative concepts for Lutherville's future, the Long Range Planning Committee and the members of the Board of the Lutherville Community Association decided in favor of combining desirable features of the Diversion and Enclosure Alternative and the Buffered Joint Development Alternative to serve as a basis for the community's plan. The light rail station locations of the Diversion and Enclosure Alternative, its "community service" designations for both the College Manor site and the Lutherville School, its proposed open space enclosure of Country Club Park, and its emphasis upon respecting the boundaries of the Lutherville local historic district have been incorporated in its plan. These are supplemented with the buffer principle set out in the Buffered Joint Development Alternative, defining stream valley floodplains, and wooded areas as important boundaries to be respected in planning and zoning, and as features to be preserved in the development process.

This plan has evolved considerably as ideas about how the community can achieve its objective have become more specific. However, the basic framework for the plan uses many of the principles initially set forth by Wallace, Roberts and Todd.

DRAFT TRAFFIC MITIGATION PLAN

Reducing the amount and speed of traffic cutting through Lutherville will not be easy. Many solutions have been discussed. Most are controversial because any change in traffic pattern inconveniences some people who may have to drive a little further. Also reduction of traffic on one street means increasing traffic on another. However, pedestrian safety and enjoyment of the community are concerns shared by all of us. The following traffic mitigation measures are presented in two groups:

Short term: These are the measures that appear to have broadest support in the community and are relatively low cost.

Alternatives: These mitigations proposals are more controversial and should be given additional study in the future if implementation of the short term measures is not effective.

Consensus will have to be developed by the LCA before major changes will occur. Short term testing of some measures may be the best means of evaluating effectiveness and building support.

SHORT TERM MITIGATION MEASURES

1. Cut-Through Traffic

Work with the owner of the Timonium Mall to reduce cut-through traffic between Ridgely Road and Aylesbury.

2. Sidewalks or Walkways

The asphalt pathways that once paralleled many of the avenues in old Lutherville have badly deteriorated or disappeared entirely. The Lutherville Elementary School reopened in 1993, but the Board of Education considers our children sufficiently in danger to spend many thousands of dollars busing students from as close as a block away. Construction of sidewalks on at least one side of our residential streets would not only increase safety for both children and adults, but it should provide a savings from the cost of busing children within walking distance of the school. A one-time expenditure for sidewalks is economically much more efficient than an ever increasing annual expenditure for busing. Asphalt paths which are cheaper than concrete sidewalks would be appropriate.

The LCA needs to work with the Dept. of Public Works and the Board of Education to identify path locations, funding, and the quickest means of installation.

3. Kurtz and Francke between Ridgely and Seminary Avenue.

Francke and Kurtz/Front Avenues are "short cuts" through the Historic District for residents coming from the west on Seminary as far away as the Valleys, and all points between.

The volume and speed of through traffic divides the historic community, reduces pedestrian enjoyment and increases safety hazards to children and adults alike.

To improve the existing situation, conversion of Francke to one-way northbound from Lincoln to Ridgely Road and conversion of Kurtz Avenue and Front Avenue to one-way southbound from Ridgely Road to Seminary Avenue is proposed. The streets should simultaneously be

restriped to provide one motor vehicle lane with a pedestrian walking/jogging lane and bike lane. Stop signs and pedestrian crosswalks should be used at key intersections. North Avenue is in terrible condition and needs to be resurfaced.

It is desirable to test the effectiveness of this solution by using signing and/or striping to close one lane of traffic for a 1-2 month test period. If this approach is not satisfactory, the alternative of simply making Kurtz and Francke one way between Ridgely and Melanchton should also be tested.

One way streets with bike and pedestrian lanes and additional stop signs should reduce the amount of traffic cutting through our neighborhood, as well as overall vehicle speed, with minimal impact to the immediate residential area. Over 30 homes on these combined routes will have much increased safety and less noise, dust and fumes. In exchange they may have to change their habitual route to and from their homes to accommodate the one-way streets. Overall, it will bring the community closer together and discourage ever-increasing through traffic.

4. Traffic Light on Seminary at Greenspring.

Greenspring is the main gateway to the Country Club Park neighborhood. Although the sight distance at the intersection of Greenspring and Seminary has been improved by the State, visibility is still blocked by trees and vegetation. Given the speed of traffic on Seminary, this intersection currently is both a safety hazard and inconvenient. A traffic light would resolve the safety problem and the anxiety of waiting until one "thinks" the eastbound traffic lane is clear. A traffic light will be installed if it meets the warrants.

5. Cul-De-Sac Melanchton Ave. between Division and York Road.

Attempts at commercial redevelopment of the Jack's Corned Beef site have revealed the State Highway Administration's and the County Public Works Department's intent to close the York Road entrance nearest to the Bellona intersection. Due to the difficulty of turning left onto York Road, many drivers will choose to use Melanchton Road to exit.

Experience with Jack's Corned Beef has not been good. Extensive littering, speeding, and even picnickers on residents' lawns, recommend strongly against allowing Melanchton Avenue to remain open. If Melanchton is converted to a dead end street just before it reaches the commercial properties, parking for Jack's and Kirsch's Dry Cleaning will be combined, with access for both from Bellona Avenue. Integrating the use of these two commercial properties would provide safer access, prevent existing traffic from being diverted down Melanchton Avenue and would provide a more attractive landscaped frontage along the York Road-Bellona intersection. At a heavily attended General Meeting of the Association the vote was almost unanimous to close Melanchton for the above reasons. Since that time a county hearing officer has approved the road closing.

ALTERNATIVE MITIGATION MEASURES

Only if it is not possible to reduce cut through traffic via recommendations #3 above, consideration should be given to redirecting traffic to minimize its impact.

1. Extension of Front Avenue between Melanchton and Ridgely Avenue

LCA will study a possible extension of Front Avenue to Ridgely Road with assistance from Baltimore County.

2. Reduce traffic on Bellona Avenue between Charles Street and York Road

LCA will study the reduction of traffic on Bellona Avenue between Charles Street and York Road with the assistance of Baltimore County.

3. If future improvements are made to the Charles Street, Bellona Avenue, I-695 Interchange, consideration should be given to discouraging through traffic via Bellona Avenue.

IMPLEMENTATION

Some projects like sidewalks, asphalt pathways, stop signs, and restriping of streets to provide pedestrian and bike paths, can be done at relatively little cost to solve immediate safety problems. The LCA Traffic Committee should start action on these as soon as possible.

Other options will take time to achieve consensus. It is important that these options are in the Plan to encourage further discussion as we test and evaluate the effectiveness of the various short-term mitigation measures.

GUIDELINES FOR NEW RESIDENTIAL DEVELOPMENT

The Baltimore County Landmarks Preservation Commission's handbook, Historic Design Guidelines: Basic Principles of Historic Preservation, has useful guidelines for the rehabilitation of historic resources. However, the handbook's guidelines for new construction related to historic resources are so general that more specific guidelines are needed. Guidelines are also needed for residential development outside of the historic district. Architectural styles are more diverse outside the historic district, but compatibility with the well established character of Lutherville's neighborhoods is nonetheless important.

The following guidelines should apply to new residential development throughout the community.

Large Developments (Major subdivisions - 4 lots or more)

Section 26-282 of Baltimore County's Development Regulations sets forth the following guidelines on "compatibility" which are also very general, but would be helpful in evaluating a relatively large infill development such as College Manor or the Bautz property:

1. The arrangement and orientation of the proposed buildings and site improvements are patterned in a similar manner to those in the neighborhood;
2. The building and parking layouts reinforce existing building and streetscape patterns and assure that the placement of buildings and parking lots have no adverse impact on the neighborhood;
3. The proposed streets are connected with the existing neighborhood road network wherever possible and the proposed sidewalks are located to support the functional patterns of the neighborhood;
4. The open spaces of the proposed development reinforce the open space patterns of the neighborhood in form and siting and complement existing open space systems.
5. Locally significant features of the site such as distinctive buildings or vistas are integrated into the site design;
6. The proposed landscape design complements the neighborhood's landscape patterns and reinforces its functional qualities;
7. The exterior signs, site lighting and accessory structures support a uniform architectural theme and present a harmonious visual relationship with the surrounding neighborhood;
8. The scale, proportions, massing and detailing of the proposed buildings are in proportion to those existing in the neighborhood.

Single Family Homes (Minor subdivisions and existing lots of record)

Since most infill development will be single family homes, it seems useful to have more specific guidelines to ensure that new homes are compatible with the overall character of the community and do not adversely impact the adjacent historic properties. These guidelines are not intended to frustrate property owners' desires or to stifle design creativity by dictating a single design solution. They are intended to provide a flexible framework for designing new development that harmonizes with the well-established character of Lutherville's historic and non-historic neighborhoods.

1. Architecture:

Within the Historic District, the architecture of new development should be compatible with adjacent *historic* structures. Architecture that utilizes the building proportions, gabled roofs, fenestration, porches, materials, and some architectural detailing that is typical of the Victorian period is strongly *preferred*. Elsewhere in the community, traditional pre-twentieth century American architectural styles are preferred (i.e. Federal, Georgian, Cape Cod, etc.) More contemporary styles are discouraged (i.e. split-level, rancher, etc.)

2. Building Orientation

On lots adjacent to a public street, the front facade of homes must orient toward the street. Panhandle lots are not in keeping with Lutherville's existing development pattern and are discouraged. However, if the County were to approve panhandle lots, homes should be oriented diagonally or sideways to avoid facing the rear of adjacent homes. Landscaping or fencing should be provided if necessary for privacy.

3. Building Setback

Homes should be setback the same distance from the street as adjacent homes. If these vary, the average of the two neighboring property setbacks should be used. On panhandle lots, minimum front setbacks required by zoning may be used as long as privacy for neighboring rear yards is provided.

4. Shade Trees

Lutherville derives much of its character from its wealth of shade trees. The County's landscaping regulations require that deciduous street trees be located along the property's street frontage. Species used should be tall (50 ft. or more) at maturity where there are no overhead wires, with smaller trees beneath wires. Spacing for street trees should be forty foot or to match existing spacing. In addition to street trees, at least two other shade trees per lot are requested on new lots.

GUIDELINES FOR ENHANCING THE APPEARANCE OF NON-RESIDENTIAL PROPERTIES

Commercial and other non-residential properties along the edges of Lutherville (York Road, Ridgely Road and Bellona Avenue) function as entrances to the community. First impressions do count and the LCA should encourage all abutting commercial properties to be "good neighbors." Even more important are the non-residential properties that lie within the Lutherville historic district. The guidelines for these properties are more extensive and emphasize compatibility with the historic district.

Businesses Adjacent to Lutherville

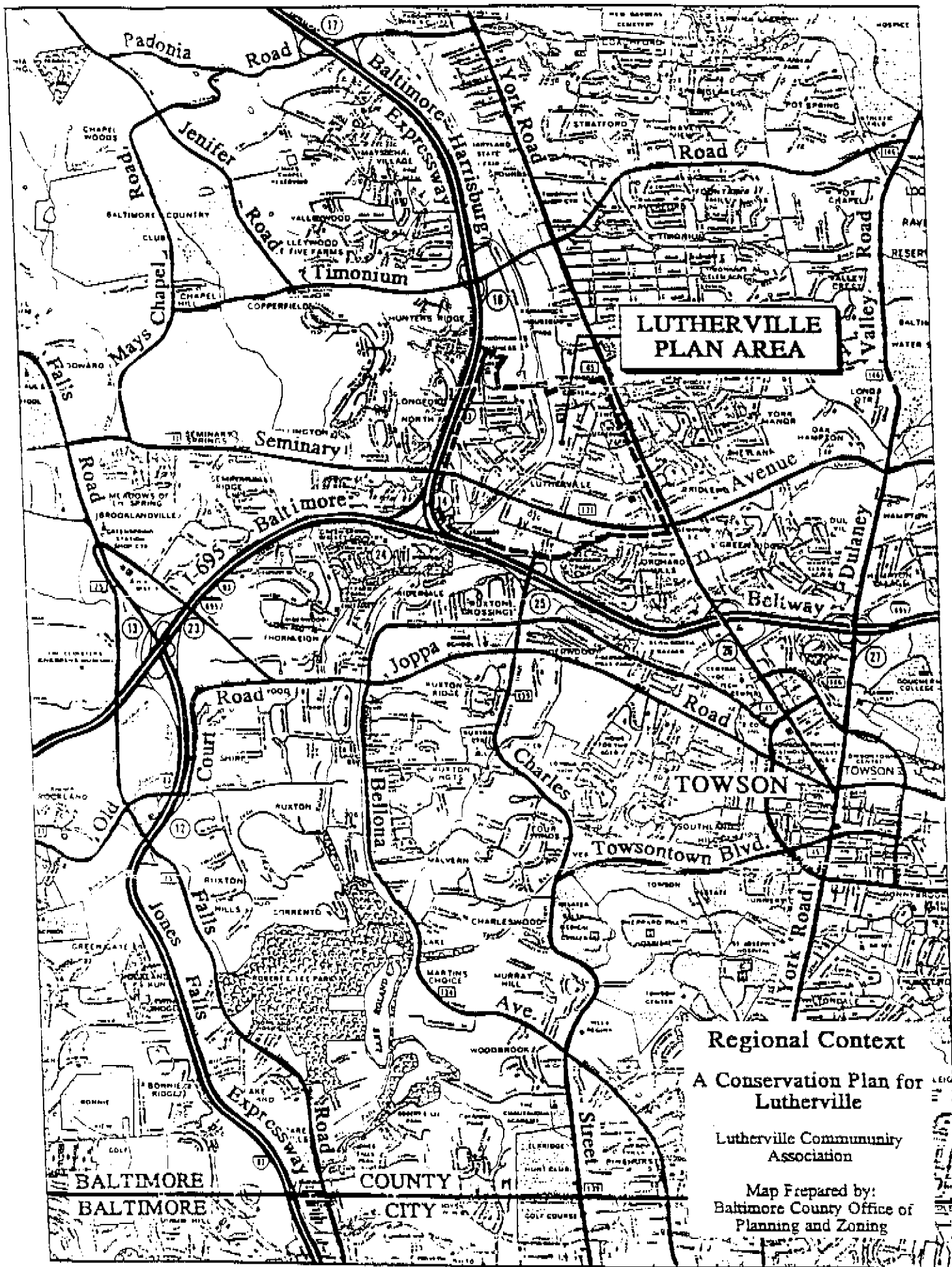
The appearance of businesses along York Road, Ridgely Road and Bellona Avenue varies greatly. LCA should make specific requests on a case by case basis as appropriate.

- 1). Landscaping should be provided to screen dumpsters, parking areas, and storage areas. Street trees to enhance the street frontage is very desirable. Ornamental landscaping to enhance the building, driveway entrances, and parking areas is desired.
- 2). Signage should meet current county sign code requirements, be attractive and be professionally designed.
- 3). Renovations or new construction -- The eclectic architecture of existing non-residential properties is accepted, if not beloved. Renovations or new construction which employs Victorian architectural elements in a traditional or contemporary manner to reflect the character of the community would be desirable at community entrances.
- 4). All building elements should be well maintained.

Businesses within historic Lutherville

In addition to the above guidelines the following apply to businesses within the historic district:

- 1). Signage -- should comply with the sign design guidelines for historic districts set forth in the Baltimore County Landmark Preservation Commission's handbook, Historic Design Guidelines: Basic Principles of Historic Preservation.
- 2). Renovation or new construction -- The architecture of most of the historic district commercial properties is not distinctive. Any renovation or new construction provides an opportunity to upgrade the business' physical appearance and therefore its commercial appeal. *Hiring an architect is strongly recommended.* A good architect can suggest affordable means of making a commercial property more compatible with the Victorian character of the historic district. Even paint colors and sign design can make a huge difference. The Lutherville Architectural Advisory Committee can provide free design advice to property owners thinking about possible improvements.

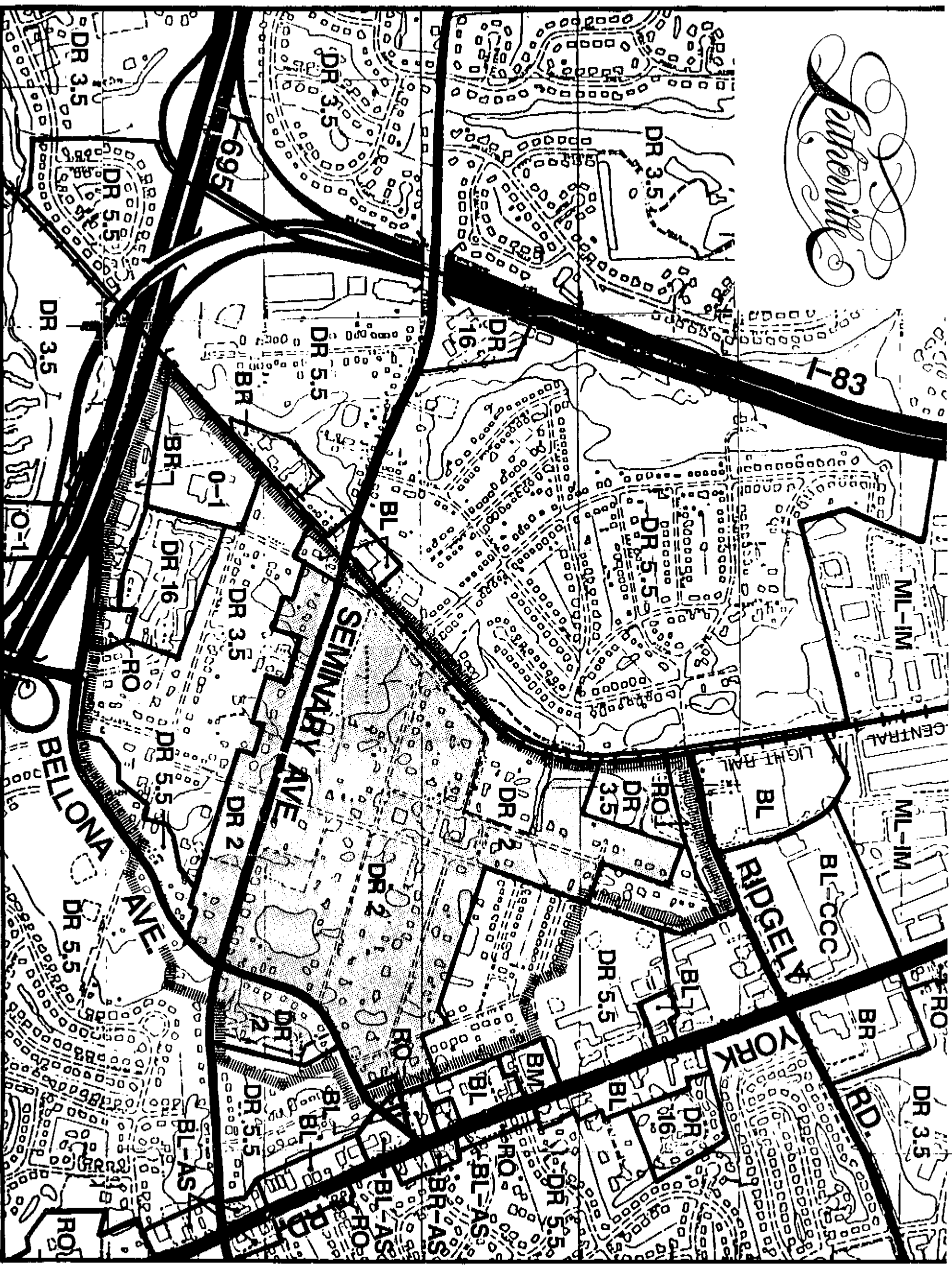
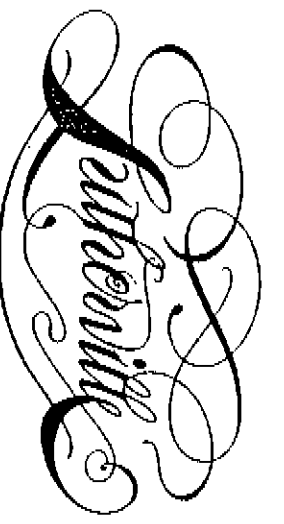


Regional Context

A Conservation Plan for Lutherville


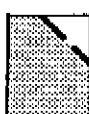

Lutherville Community
Association

Map Prepared by:
Baltimore County Office of
Planning and Zoning



Map 2

Current Zoning

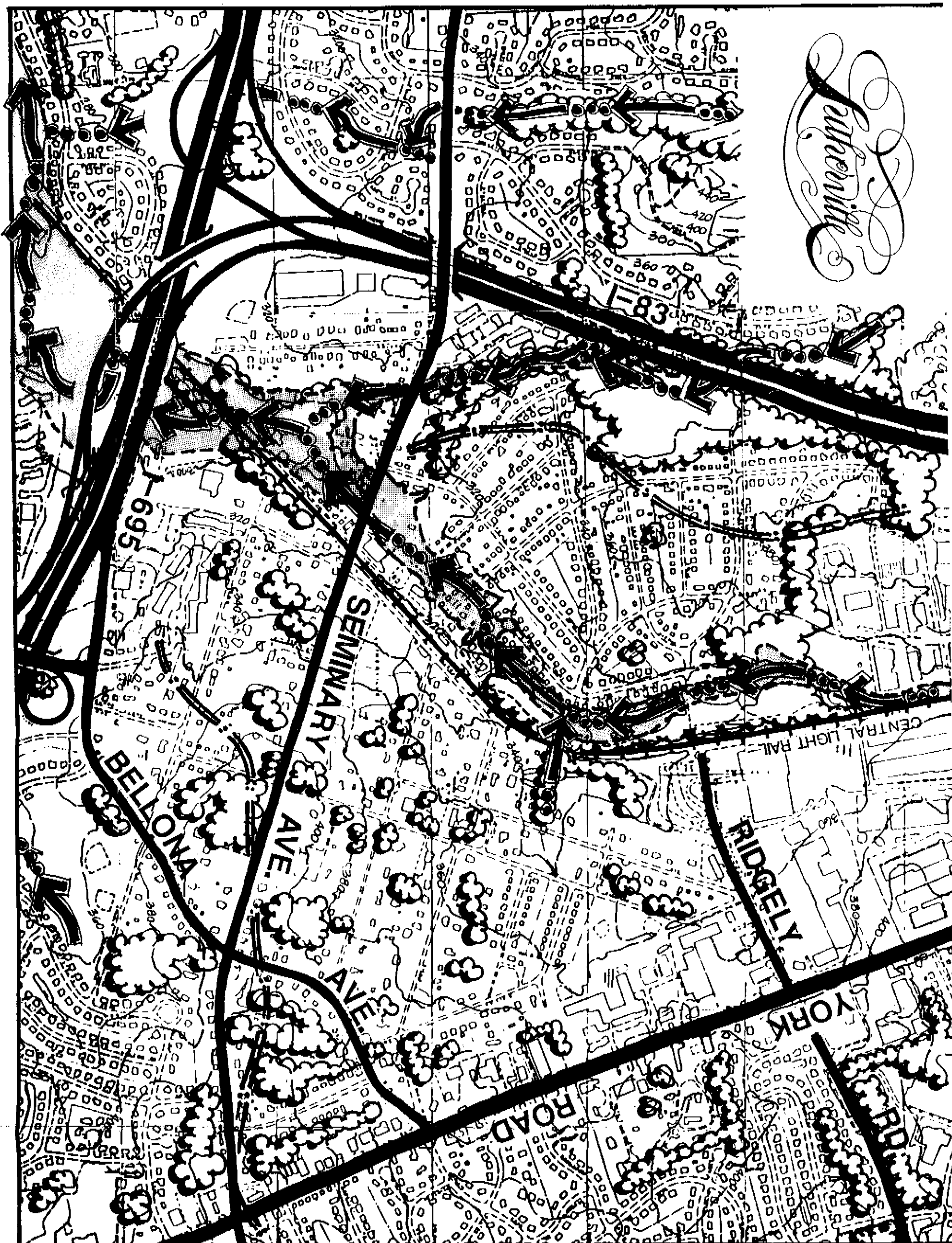
-  Zoning Designation
DR 2
-  Lutherville Baltimore County Historic District
-  Lutherville National Register Historic District

A Conservation Plan for Lutherville

Lutherville Community Association
Map Prepared by:
Baltimore County Office of Planning and Zoning








Lutherville



Map 3

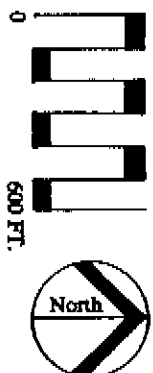
Natural Environment

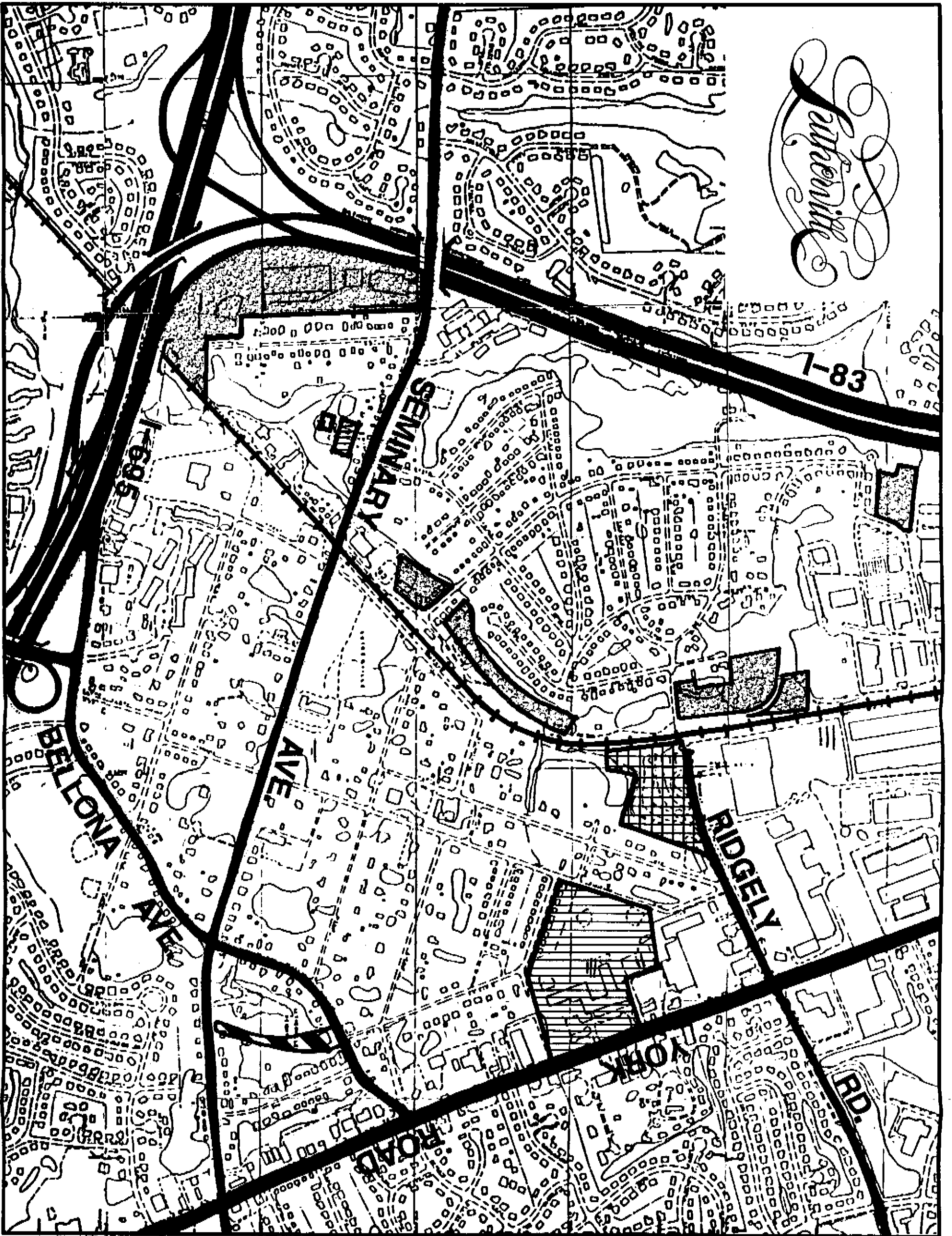
-  20' Contour Interval
-  Ridge
-  Stream
-  Approximate 100-Year Floodplain
-  Woods

A Conservation Plan for Lutherville

Lutherville Community Association

Map Prepared by:
Baltimore County Office of
Planning and Zoning





Map 4

Open Space
& Recreation

PUBLICLY OWNED LAND

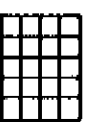
Recreation & Parks



Board of Education



Park & Ride Lot



Fire Department
Department of Aging



Regional Context

A Conservation Plan for
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600 FT.





Baltimore County
Office of Planning
County Courts Building
401 Bosley Avenue
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